

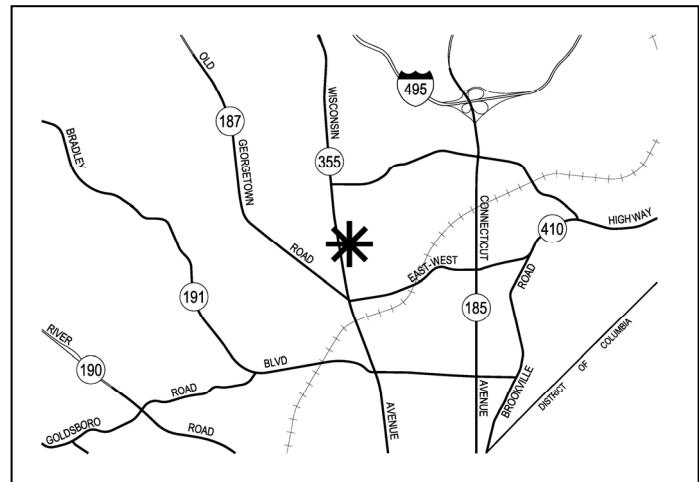
## 4725 Cheltenham Drive, Sketch Plan No. 320200060

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### Description

Completed: 10.23.20

- Sketch Plan: Request for up to 80,000 square feet of density for residential development, with a minimum of 15% MPDUs; the maximum density includes a future allocation of up to 35,596 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP); Current use: single-story automotive repair shop and associated surface parking lot;
- Located approximately 110 feet east of Wisconsin Avenue in the Wisconsin Avenue Corridor District.
- 0.25 acres zoned CR 3.0 C 2.0 R 2.75 H 90' in the 2017 *Bethesda Downtown Sector Plan*;
- Applicant: Bozzuto Development Company;
- Acceptance date: August 10, 2020.



### Summary

- Staff recommends **approval** of the 4725 Cheltenham Drive Sketch Plan, with conditions.
- The Project proposes to redevelop the existing, single-story automotive repair use into one mid-rise residential development including 15% MPDUs.
- The proposed public benefits include incentive density major public facility, minimum parking, streetscape, structured parking, exceptional design, BLT's and energy conservation and generation.
- The Bethesda Downtown Design Advisory Panel reviewed the design concept twice, on February 26, 2020, and May 27, 2020.
- The Property is located across a public alley from Cheltenham Drive Urban Park.
- Staff received no correspondence on this application.

## SECTION 1: RECOMMENDATIONS AND CONDITIONS

Staff recommends approval of 4725 Cheltenham Drive, Sketch Plan No. 320200060, for up to 80,000 square feet of density for a mid-rise residential development, on 0.25 acres, zoned CR 3.0 C 2.0 R 2.75 H 90, in the 2017 *Bethesda Downtown Sector Plan*. The maximum density includes a future allocation of up to 35,596 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP). The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the conditions below:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to evaluation at the time of Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 80,000 total square feet of development. The maximum number of dwelling units will be determined at Site Plan. The maximum density includes up to 35,596 square feet of density from the Bethesda Overlay Zone (BOZ) with a Park Impact Payment (PIP). The final square footage, including BOZ density and PIP payment, will be determined at Site Plan.

2. Height

The development is limited to a maximum height of 90 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a. Major Public Facility, achieved by providing a financial contribution for planning/improvements to Cheltenham Urban Park.
- b. Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and BOZ; and improved streetscape beyond site frontage, between Tilbury Street and Wisconsin Avenue. The scope of streetscape improvements will be determined at Site Plan.
- c. Quality of Building and Site Design, achieved through exceptional design and structured parking.
- d. Protection and Enhancement of the Natural Environment, achieved through building lot terminations and energy conservation and generation.

4. Park Impact Payment (PIP)

The Park Impact Payment (PIP) must be paid to the M-NCPPC prior to the release of the first above-grade building permit. The final amount will be determined at Site Plan.

5. Streetscape

The Applicant must install the Bethesda Streetscape Standard along the Site Frontage, including the undergrounding of utilities.

6. Green Cover

At the time of Site Plan, the Applicant must provide on-site a minimum 35% of the site area as green cover, as described in Section 2.4.1 of the *Bethesda Downtown Sector Plan* and any proposed tree canopy must utilize tree species and canopy sizes at 20-year maturity per the *M-NCPPC Approved Trees Technical Manual*.

7. Bethesda Downtown Plan Design Guidelines

At the time of Site Plan, the Applicant must demonstrate the following:

- a. Address from the Design Advisory Panel comments as specified in their May 27, 2020, meeting minutes;
- b. Conformance with the *Bethesda Downtown Plan Design Guidelines* recommendations pertaining to: street typology, parks and open space, site design, building form, creative placemaking, and any site-specific guidelines.

8. Building & Site Design

Prior to the submittal of the Site Plan, the Applicant must address:

- a. Relationship of the building and site design to Cheltenham Urban Park;
- b. Articulation of massing at entry with regard to future development of property to west; and
- c. Treatment of western façade with greater articulation and potentially to extend northwest corner units to increase access to light and air.

9. MCDOT letter

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated October 20, 2020 and hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

10. Future Coordination for Site Plan

In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed when filing a Site Plan:

- a. Participation in the implementation of the Sector Plan-recommended Separated Bicycle Facilities on Cheltenham Drive between Tilbury Street and Wisconsin Avenue;
- b. Minimize the number of curb cuts on Cheltenham Drive;
- c. Draft a Level 3 Results Transportation Demand Management Plan;
- d. Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- e. SWM concept approval which also addresses the *Bethesda Downtown Sector Plan* recommendations regarding SWM;
- f. Address Bird-Safe Design per the *Bethesda Downtown Sector Plan* Design Guidelines; and
- g. Provide a noise analysis or a waiver per Section 2.2.2 of the 1983 Noise Guidelines.

## SECTION 2: SITE DESCRIPTION

### Site, Vicinity and Analysis

#### *Subject Property*

The Subject Site (Subject Property or Property) is located on the north side of Cheltenham Drive, approximately 110 feet east of the intersection with Wisconsin Avenue and is within the Wisconsin Avenue Corridor District of the 2017 *Bethesda Downtown Sector Plan* (Sector Plan). The Site is comprised of one existing lot, known as Lot 8, in the Westboro Subdivision. Cheltenham Drive Urban Park confronts the property across an existing public alley to the east. The alley provides vehicular service and parking access to the commercial uses to the north and connects through to Chase Avenue.

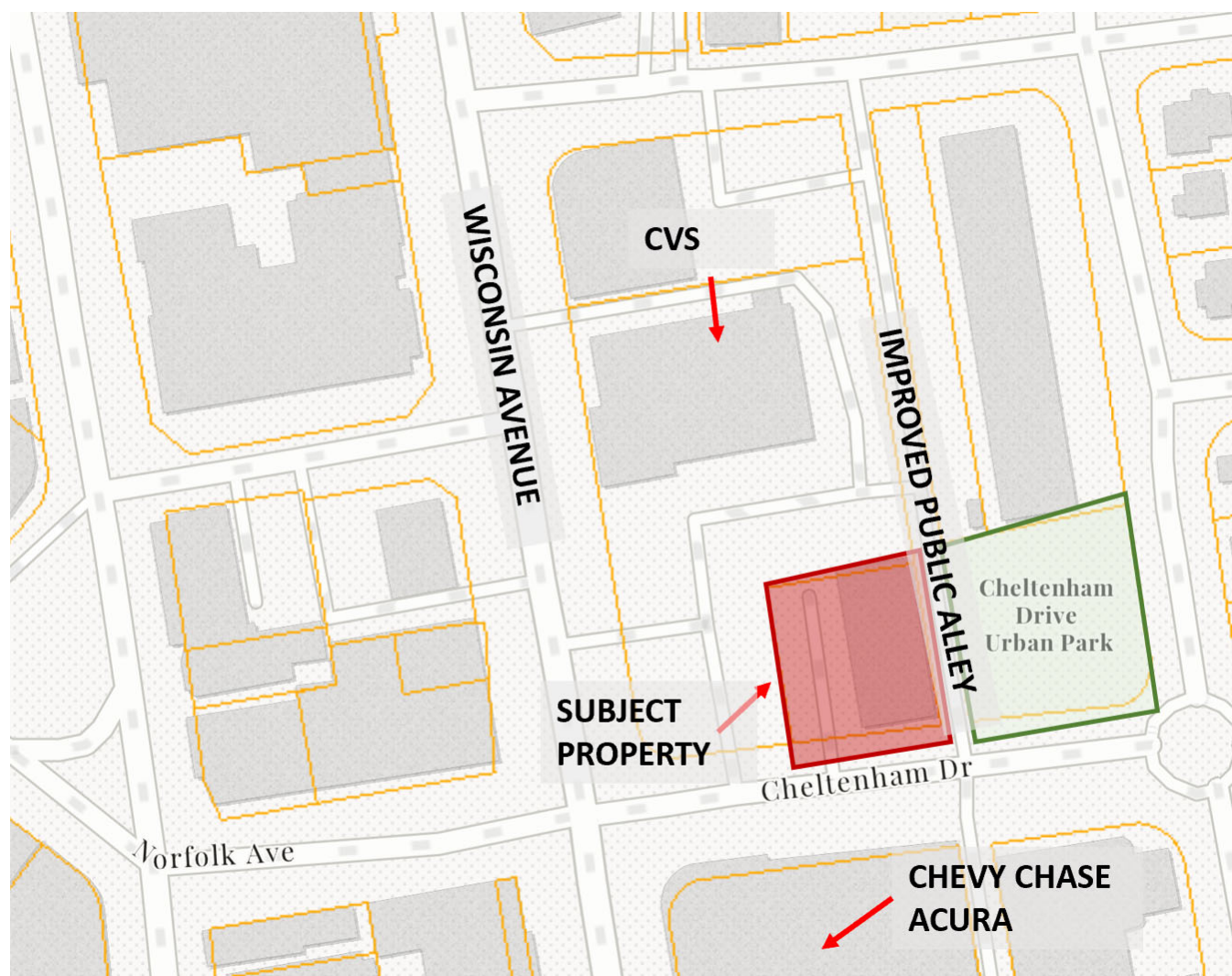


Figure 1 – Vicinity Map

#### *Vicinity*

The Property is located near the eastern edge of downtown Bethesda along Cheltenham Drive, approximately 110 feet east of its intersection with Wisconsin Avenue and approximately 0.3 miles of the Bethesda Metro Station. The block on which the Property is located includes a one-story CVS Pharmacy, a two-story United Bank,

associated commercial surface parking, two-story rowhouses, and Cheltenham Drive Urban Park. To the east across Tilbury Street is the East Bethesda single-family residential neighborhood.

To the north and south of the Property along both sides of Wisconsin Avenue is mixed-use development, increasing in height and intensity approaching the Bethesda Metro Station. Confronting the subject site to the south, across Cheltenham Drive, is Public Parking Garage No. 42, which was constructed as part of the Whitney residential development, which contains townhouse and high-rise multi-family residential units. Also located to the south is the Chevy Chase Acura dealership and associated three-story parking garage.



Figure 2 – Aerial Map

#### Site Analysis

The Property totals approximately 0.25 acres of tract area and is zoned CR 3.0 C 2.0 R 2.75 H 90' and within the Bethesda Overlay Zone. The Property is currently developed with a single-story automotive repair shop and

associated surface parking lot. There is one existing curb cut to the Property, which provides vehicular access from Cheltenham Drive.

The Subject Property is located within the Lower Rock Creek watershed which is a Use I-P watershed. The Subject Property is not associated with any environmentally sensitive features such as forest areas, stream buffers, wetlands, 100-year floodplains, steep slopes, or specimen trees. There are several street trees along the site at a range of sizes but are generally under a 23-inch diameter at breast height (DBH) with the exception of one 26-inch DBH Red Maple associated with the adjacent Cheltenham Drive Urban Park. There are no historic properties on site.

### SECTION 3: PROJECT DESCRIPTION

#### Proposal

The Applicant proposes to redevelop the Property with a new 90-foot-tall multi-family residential building with a maximum density of up to 80,000 square feet including 15% MPDUs. The Applicant proposes to provide below-grade parking, green roof, private amenities, and streetscape improvements along all frontages.

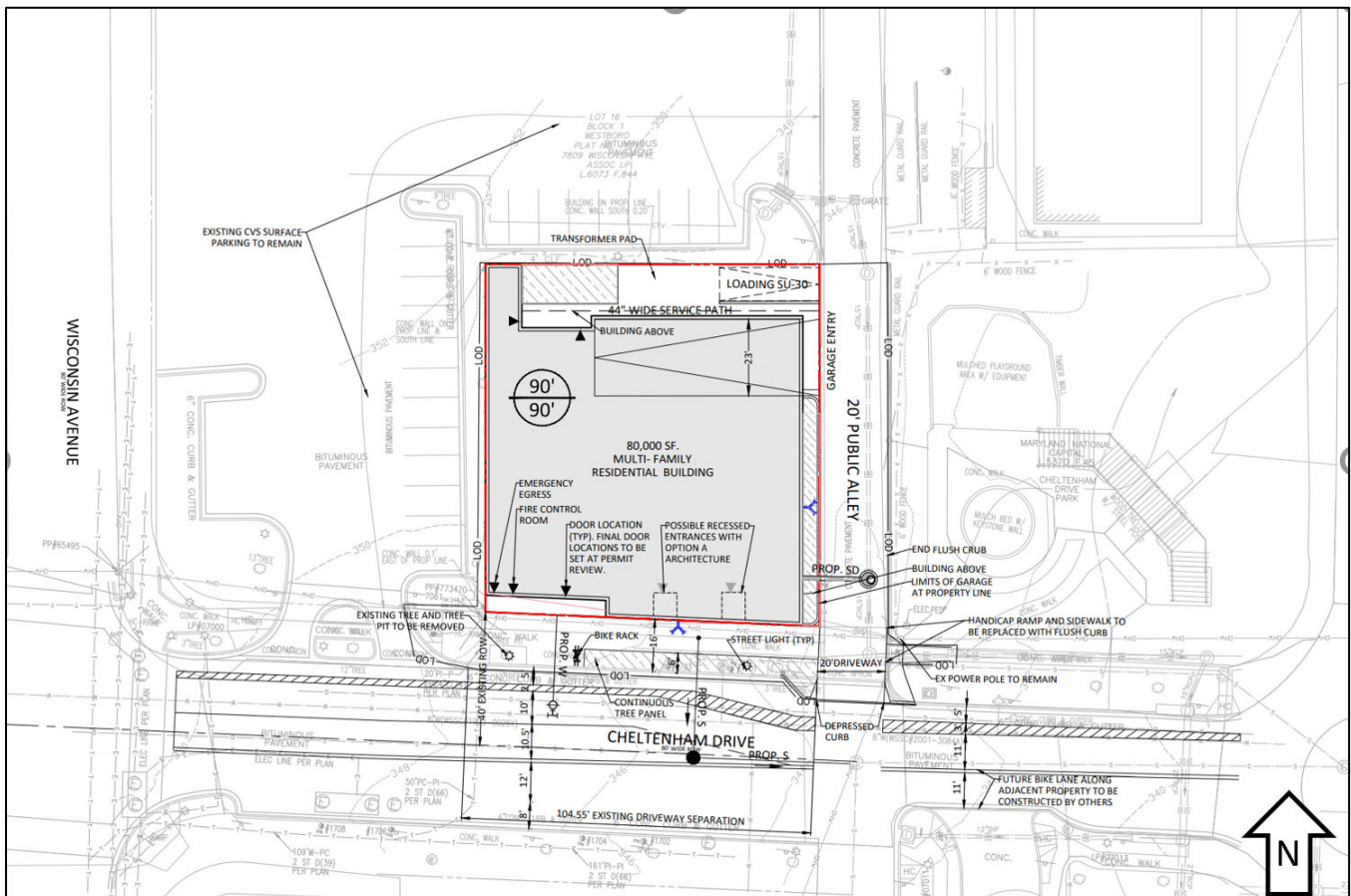


Figure 3 – Proposed Sketch Plan

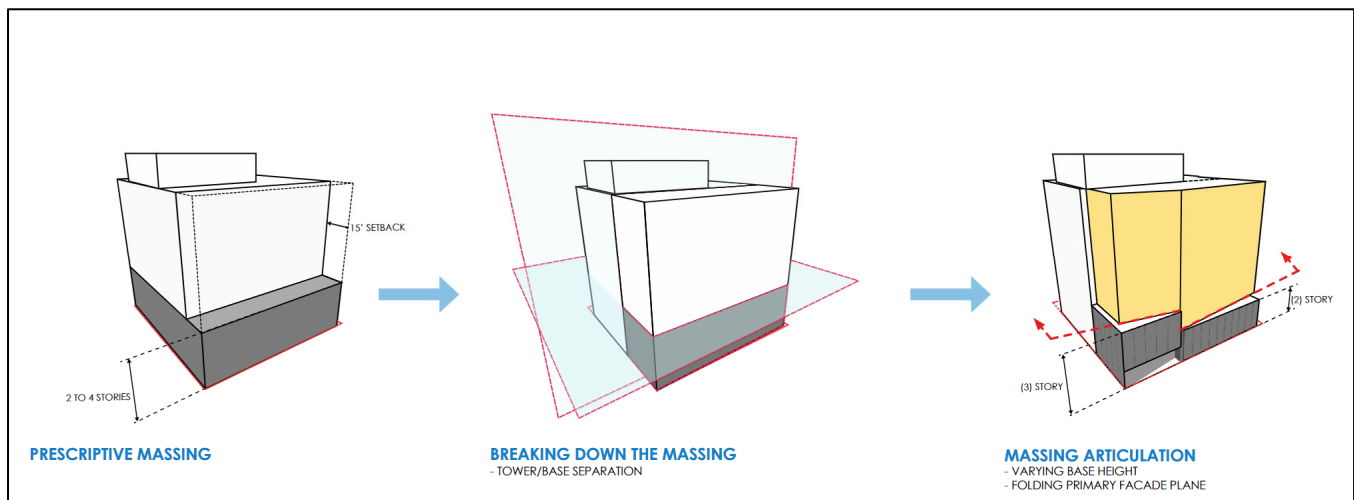
#### Building Design

The Applicant proposes a context-sensitive building design that responds to this transit-oriented and transitional location. The programming of the building addresses the planning goals embodied in the Design Guidelines and

will be achieve a height of up to 90 feet. The height transitions between the lower two-story residences to the east and the taller buildings within the Wisconsin Avenue Corridor to the west.

The building base has been articulated into two- and three-story heights demonstrating conformance with the two- to four-story base height recommended in the Design Guidelines for Neighborhood Local Streets. The building base surrounding the lobby is expressed as a three-story element clearly designating the main entrance while creating a heightened vertical presence in the southwest corner of the property.

The Applicant provided options for conceptual massing, including a series of more discrete step-backs, unique geometry, modulated and articulated facades, undulations, and/or variations in building materials and colorways.



*Figure 4 – Conceptual massing options of building*

The Applicant proposes a continuous street edge to enhance the pedestrian experience and promote active street engagement. The Project contemplates two ground floor options to activate the street through either a transparent lobby and ground-floor units or amenity/leasing space. Above the base, the Applicant envisions alternative treatments to the massing that allow the upper floors of the building to recede. The Applicant proposes a folding façade which will create varying setbacks of up to 6 feet and 10 feet along the western and eastern ends of the Cheltenham facade.

The design also features a rooftop terrace allowing residents to enjoy the Site's unique views of the existing downtown Bethesda skyline. The building design incorporates balconies adding visual interest and further breaks in the perceived mass of the building. The balconies on the eastern façade will engage the existing alley and provide 'eyes on the street' integrating Crime Prevention Through Environmental Design (CPTED) principles. The Applicant's design team presented the conceptual massing and site design to the Design Advisory Panel at their February 26, 2020, and May 27, 2020 meetings. The Panel endorsed the Project massing, height, and direction of the design.

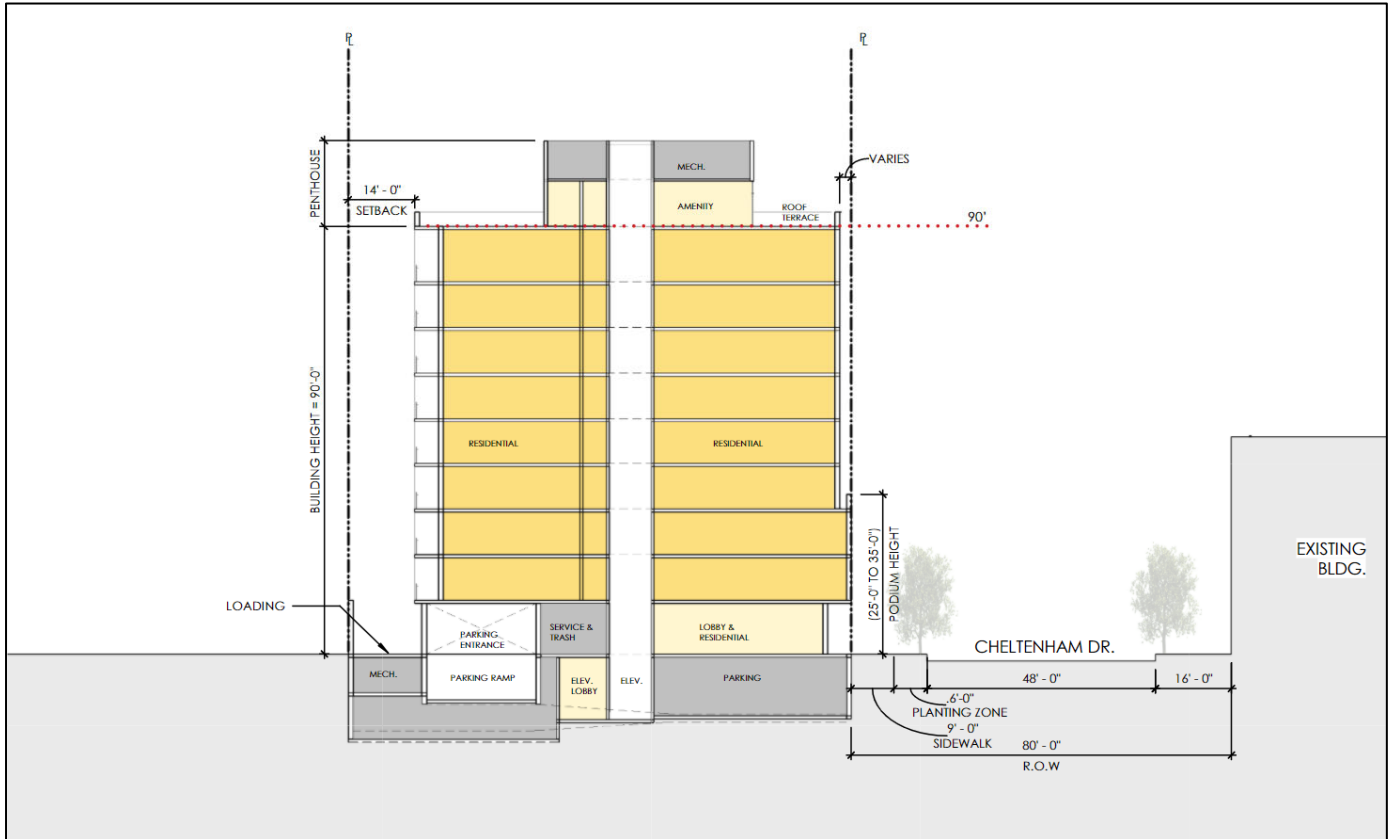


Figure 5 – Building Section (through Cheltenham Drive looking east)

### Open Space

With a tract area of less than 0.50 acres and two public right-of-way frontages, the Applicant is not required to provide public open space.

### Environment

#### *Forest Conservation*

All properties seeking approval of a Sketch Plan after February 26, 2018 must obtain approval of a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) or Forest Conservation Exemption prior to Planning Board action on the Sketch Plan. Forest Conservation Exemption 42020201E was confirmed for the Subject Property on June 11, 2020. As such, this Application is subject to Chapter 22A Forest Conservation Law but is exempt from the requirement to submit a Forest Conservation Plan under Section 22A-5(a). The Project meets the particular requirements of the exemption because the proposed activity is conducted on an existing single lot, does not require a special exception, and does not result in the cutting, clearing, or grading of forest or any specimen or champion tree.

The Subject Property is located in downtown Bethesda and within the Lower Rock Creek watershed which is a Use I-P watershed. The Site is not associated with any environmentally sensitive features such as forest areas, stream buffers, wetlands, 100-year floodplains, steep slopes, or specimen trees. There are several street trees along the site at a range of sizes but are generally under a 23-inch diameter at breast height (DBH) with the exception of one 26-inch DBH Red Maple associated with the adjacent Cheltenham Drive Urban Park.

### *Green Cover*

The Sector Plan includes a number of recommendations to achieve the urban green goals. An important recommendation to this effect is the on-site 35% green coverage minimum. The green cover may include singularly or a combination of intensive green roof (6 inches or deeper) or tree canopy cover. The Application consists of a Site Area of 10,654 square feet (SF) which results in a green cover requirement of at least 3,729 SF. Currently, the Application proposes an 8-inch-deep green roof to fulfill this requirement in addition to treating on-site stormwater. The green cover provided by the proposed green roof is listed at exactly the required size of 3,729 SF, with the final design to be confirmed at the Site Plan stage of the Application. Staff is supportive of this proposal and encourages the Applicant to continue to maintain at least this level of green cover as the Project evolves in order to maintain compliance with the Sector Plan's urban green goals.

### *Stormwater Management*

Although a stormwater management concept plan is not required at Sketch Plan, the Applicant has provided a concept stormwater management narrative, dated July 20, 2020. This narrative proposes on-site stormwater management for the project via green roof to provide up to 1.80 inches of treatment with any supplemental treatment addressed via Environmental Site Design and layout with structural facilities such as underground vaults, water quality devices, or fee-in-lieu. Submission and approval of the stormwater management concept to the Department of Permitting Services is required at Site Plan and will be further evaluated at that time.

### Transportation

#### *Access and Circulation*

The Applicant proposes eliminating the existing 40-foot curb cut on the western side of the Property and moving all vehicular access including loading, trash service, and parking operations to the existing alley along the eastern boundary of the site. This access configuration is in conformance with the Zoning Ordinance, the Bethesda Downtown Plan and aligns with the County's Vision Zero policy. The alley is 20-feet wide and meets the minimum design standards for a public alley. The alley serves adjacent commercial uses which today includes the United Bank and CVS Pharmacy. The Tilbury Garden Apartments rear façades, located just to the north, face the public alley but are physically separated from the alley by a wood fence. The bank and pharmacy sites are accessible by multiple curb cuts on Cheltenham Drive, Wisconsin Avenue and Chase Avenue. In other words, while these sites have access to the alley, it does not serve as their primary access. At the time of Site Plan, the Applicant will need to acquire approval in writing from the Montgomery County Department of Transportation (MCDOT) Director to move forward with the proposed access configuration.

The Subject Property is located within the Bethesda Downtown Parking Lot District Boundary and therefore not required to provide any on-site parking spaces. The Sketch Plan shows a below-grade parking garage with one level that includes a total of 23 parking spaces. As described above, the garage will be accessed off the existing public alley. The Applicant is also seeking flexibility with the Sketch Plan approval to provide no parking on-site. Given that the Site is located within the Parking Lot District and is located across from Public Parking Lot 42 the Project would not be required to provide any parking on-site. Furthermore, the Bethesda Metro Station and future Purple Line and MD 355 Bus Rapid Transit stations are located within a walkable distance from the site and therefore a finding could be made for not providing any vehicular parking on the Site. The Applicant will be required to finalize the decision concerning on-site parking at the time of Site Plan.

Pedestrian access to the Property is proposed directly from the existing sidewalks along Cheltenham Drive which are proposed to be improved to meet the Bethesda Downtown Plan Design Guidelines for a Neighborhood Local Street. Specifically, the proposed streetscape includes an approximately six-foot wide planting zone and nine-foot pedestrian through zone, consistent with the recommendations for a Neighborhood Local Street (i.e. 5-8-foot planting zone and 6-10-foot pedestrian through zone). The proposed streetscape includes specialty paving at the

main building entry along Cheltenham Drive, to further define the building entrance. Specialty paving also is provided at the vehicular entrance to the alley – this will enhance the pedestrian experience and provide traffic calming at this access point, by signaling to vehicles that they are crossing a pedestrian realm.

The streetscape also acknowledges Cheltenham Drive’s designation as a Canopy Corridor that connects Veterans Park and Cheltenham Drive Urban Park. As such, the Project will prioritize street tree plantings as it expands this linear green corridor. The trees will be planted in tree pits that will have adequate soil volume to promote their growth.

Bicyclists access the Property via Cheltenham Drive. Bicycle access and safety will be further improved with the final design and implementation of the master-planned separated bike lanes along both sides of Cheltenham Drive. The Applicant will continue to coordinate with MCDOT staff, and the Subject Project will incorporate the master-planned separated bicycle lanes on Cheltenham Drive into subsequent designs and will participate in their implementation. Bicycle parking will be determined at the time of Site Plan based on the final residential unit count.

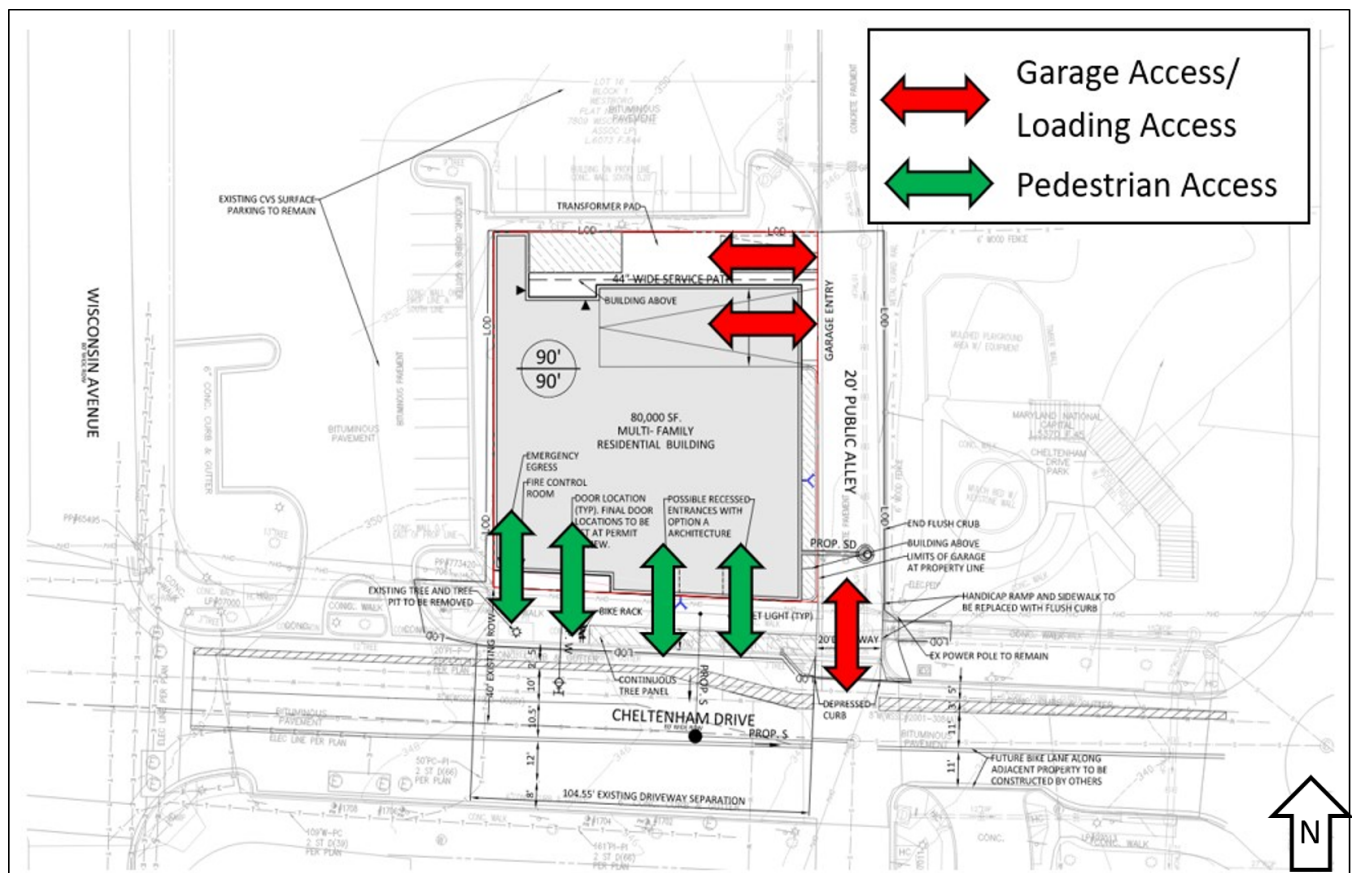


Figure 6 – Pedestrian and Vehicular Circulation

### Transit Connectivity

The immediate area is well served by transit that includes the Red Line Bethesda Metrorail Station (located within walking distance of the site), Metrobus, RideOn, the Bethesda Circulator, future Purple Line, and future Bus Rapid Transit (BRT) station. The 2013 *Countywide Transit Corridors Functional Master Plan* identifies the intersection of Elm Street and Wisconsin Avenue as a future station location for the MD 355 South Corridor.

### *Master Plan Roadways and Pedestrian/Bikeway Facilities*

1. The 2017 *Bethesda Downtown Sector Plan*, the 2018 *Master Plan of Highways and Transitways*, and the 2018 *Bicycle Master Plan* designate that Cheltenham Drive, along the Property's frontage, a Business District Street with a minimum right-of-way width of 80' (40' from center line), and recommend one-way separated bike lanes along both sides of the street.

### *Bethesda Bikeway and Pedestrian Facilities*

The County Council has endorsed and funded a network of new separated bicycle infrastructure within the Bethesda Downtown (CIP No. 500119). That network identifies Cheltenham Drive as a street with one-way separated bike lanes on both sides of the street (Figure 7). It is anticipated that this facility will be built and finalized in coordination with this Site's construction. Staff directed the Applicant to coordinate with MCDOT on the separated bike lanes currently under design, and to participate in implementation of the Master Planned Cheltenham Drive separated bicycle lanes along the Property's Cheltenham Drive frontage. Specific details regarding the accommodation of the Cheltenham Drive bikeway design will be determined as part of the subsequent Site Plan review.

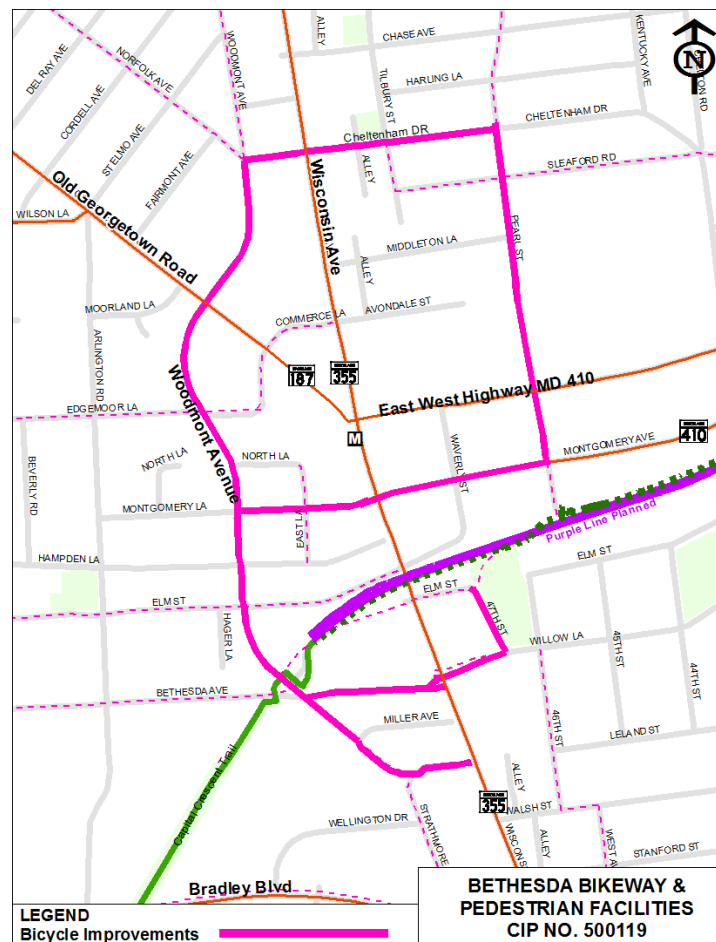


Figure 7 – Bethesda Separated Bikeway Network Map

### *Transportation Demand Management*

As a project within the Bethesda Transportation Management District (TMD) that is greater than 40,000 square feet of gross floor area, the development is required to develop a Level 3 Results Transportation Demand Management (TDM) Plan with the Planning Board and MCDOT to participate in the Bethesda TMD. Specific details of the agreement will be determined at Site Plan.

### Adequate Public Facilities

Adequate Public Facilities (APF) review will be conducted at the time of Site Plan. In accordance with Sketch Plan filing requirements, the transportation impact of the Subject Application is estimated to be 48 total peak hour person trips in the morning and 59 total peak hour person trips in the evening. After accounting for peak hour trips currently associated with the existing 5,000 square feet of automobile service center use (18 morning peak hour trips and 34 evening peak hour trips), the Project is estimated to generate 30 net new morning peak hour trips and 25 net new evening peak hour trips. As a result of the estimated transportation impact, the Project will not be required to submit Transportation Impact Study with the Site Plan to satisfy the Local Area Transportation Review (LATR).

## SECTION 4: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:"

1. *Meet the objectives, general requirements, and standards of this Chapter;*

The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in the following Data Table.

Table 3 – Cheltenham Drive Sketch Plan Data Table

Sketch Plan Data Table			
Section 59.4	Development Standard	Permitted/ Required	Proposed
	<b>Tract Area</b>	n/a	<b>16,147 sf (0.371 ac)</b>
	Prior Dedication	n/a	<b>5,493 sf (0.126 ac)</b>
	Proposed Dedication	n/a	0 sf (0.00 ac)
	<b>Site Area</b>	n/a	<b>10,654 sf (0.245 ac)</b>
	<b>Mapped Density</b>		
	CR-3.0 C-2.0 R-2.75 H-90		
	Residential (GFA/ FAR)	44,404 sf (2.75)	44,404 sf (2.75)
	Commercial (GFA/FAR)	32,294 sf (2.0)	0 sf (0.00)
	<b>Total Mapped Density (GFA/FAR)</b>	<b>48,441 SF (3.0)</b>	<b>44,404 sf (2.75)</b>
	<b>Bethesda Overlay Zone Density</b>	<b>n/a</b>	<b>35,596 sf (2.20)</b>
	<b>Total GFA/FAR</b>	<b>n/a</b>	<b>80,000 sf (4.95)</b>
	<b>MPDU Density (GFA/FAR)</b>	15%	15%
	<b>Building Height, max</b>	90 feet	90 feet
	<b>Public Open Space (min)</b>	n/a	n/a
	<b>Green Cover (min)</b>	35% of Site Area	35% of Site Area
	<b>Minimum Setbacks (ft)</b>		
	Cheltenham Drive	0'	0'
	20' Private Alley	0'	0'

The final number of vehicular parking spaces will be determined at Site Plan based on the residential units.

The Sketch Plan conforms to the intent of the CR zone as described below:

*a) Implement the recommendations of applicable master plans.*

The Project substantially conforms to the recommendations for the Property included in the 2017 *Bethesda Downtown Sector Plan*. Specifically, this Sector Plan builds on the past successes of Downtown Bethesda to create a truly sustainable downtown by focusing on components that will bolster the elements most in need of enhancement. The recommendations increase:

1. **Parks and open spaces**, including new civic greens at Veteran's Park, Bethesda Farm Women's Cooperative Market, Capital Crescent Trail and new urban parks, pathways and gateways. Many of these parks on the eastern edge are to be connected through the creation of the Eastern Greenway.
2. **Affordable housing**, including the introduction of existing market-rate affordable housing, providing a mix of housing options and the provision of Moderately Priced Dwelling Units in exchange for development incentives.
3. **Environmental innovation**, including more energy-efficient buildings, better stormwater management, improved sidewalks and bicycle routes, and other measures to enhance community health and quality of life.
4. **Economic competitiveness**, based on new development, public amenities and proximity to public transit to attract businesses and visitors from throughout the region, and foster entrepreneurship and innovation.

The Property is designated as site 89 on page 99 of the Sector Plan. The Property is located in the Wisconsin Avenue Corridor District. This District is the main artery through the center of downtown Bethesda. With the existing Bethesda Metrorail Station, future Purple Line and bus rapid transit (BRT) options, Wisconsin Avenue is a critical focus area for improved access, mobility and pedestrian safety. The corridor is envisioned as a symbolic downtown center that reflects the character of adjacent neighborhoods and overall identity of Bethesda through innovative building designs and active public spaces. Specifically, the Project addresses the following goals as outlined in the Overarching Goals and Wisconsin Avenue Corridor sections of the Sector Plan:

• ***Incentivize expanded affordability for housing.***

The new mid-rise residential building proposes a minimum of 15% MPDUs. Given the Property's location in downtown Bethesda and within 0.3 miles of the Bethesda Metro Station, the Project provides additional, desired affordable housing in close proximity to transit, employment and other ancillary services.

• ***Take best advantage of existing and planned transit, including Metrorail, Purple Line light rail, bus rapid transit (BRT) and bus.***

The Applicant is proposing to redevelop the existing, low-density, aging automotive repair use with a mid-rise residential development that is more appropriately suited for the Property, given its transit-

oriented location within 0.3 miles of the Metro Station and various bus routes. Given the Property's proximity to transit, it is anticipated that a large portion of the residents will utilize transit. To that end, the Applicant is proposing less than the minimum required parking in the Project and may not provide any parking on-site. Final determination of the amount of parking provided will be made at the time of Site Plan.

***• Incentivize development that adopts new green technologies to save energy and natural resources while creating an innovative and desirable community for the future.***

The Project will result in significant improvements to the treatment of stormwater management on-site, as there are no known stormwater management facilities located on the Property. The Project also will incorporate other green building technologies and energy efficient design principles, in compliance with the requirements of the County's Green Building Law.

***• Promote a diversified mix of housing options in the Downtown through mixed-use and multi-unit residential zoned development.***

The Project will provide diverse housing opportunities by including a variety of unit sizes and layouts to facilitate the availability of new housing, in a range of types and rents, including a minimum of 15% MPDUs, within walking distance of the Metro.

***• Preserve and protect existing single-unit neighborhoods in and around the Sector Plan area.***

The Project's design and the Property's location presents an opportunity to improve the relationship between downtown Bethesda's more intensive uses and the residential properties that are located just outside the Sector Plan boundary to the east. The proposed residential use will be more compatible with the confronting Park and single-family residential properties just beyond, as compared to the current automotive repair use and associated surface parking lot. The building also has been designed to provide a gradual transition in scale from the more intensive density and building heights in the Wisconsin Avenue Corridor to the west and the Cheltenham Urban Park and single-family residential properties to the east.

***• Provide a sufficient supply of housing to serve Bethesda's existing and future job growth.***

The Project will provide additional residential development, within close proximity to a high concentration of office, commercial and retail uses within downtown Bethesda.

***• Improve neighborhood identity and character, and beautify the city through improved streetscapes.***

The Project provides significant streetscape improvements along the Property's frontage, through the elimination of a vehicular curb cut along Cheltenham Drive, and through the realignment of the existing sidewalk along the Park's Cheltenham Drive frontage. Collectively, these improvements will provide an enhanced pedestrian connection between downtown Bethesda and the residential neighborhood to the east. Additionally, the streetscape improvements will promote Cheltenham Drive as a Canopy Corridor, as recommended in the Downtown Plan and Design Guidelines.

***• Increase and improve alternative modes of public transportation, pedestrian mobility, and circulation systems.***

The Project will provide additional residential units in close proximity to various transit options, to promote the use of alternative modes of transportation for work and recreational trips. Additionally, the building design and streetscape improvements will enhance the pedestrian environment.

- ***Increase access and quality of parks and open space.***

The streetscape improvements proposed along Cheltenham Drive both along the Property's and confronting Park's frontage will provide an enhanced physical connection to the Park, thereby facilitating its use and enjoyment by residents and larger community. The building massing has been strategically designed to increase sight lines to promote visual connections to the Park. Additionally, balconies are proposed along the eastern façade to further engage and activate the Park. Having recognized this connection, it is important to note that the Property and Park are separated by an existing alley. The connectivity between the two uses needs to be carefully evaluated given the existing and proposed usage of the alley for vehicular access between Cheltenham Drive and Chase Avenue.

- ***Improve stormwater treatment.***

As mentioned above, the Project will provide stormwater management, on a site where there currently is none. Additionally, the Project responds to the following recommendations for the Wisconsin Avenue Corridor:

- ***Encourage infill and reinvestment on underutilized commercial sites and private surface parking lots.***

The Property currently is improved with an automotive repair use and associated surface parking lot. The Project proposes to redevelop this underutilized site with a mid-rise residential development that is more reflective of the Property's urban, transit-oriented location.

- ***Develop compact nodes that place the highest intensity in those centers, provide distinctive infill buildings and step down to lower densities and heights near the edges.***

As discussed in this Statement, the proposed Project provides a compatible and gradual transition between the higher densities and heights of the Wisconsin Avenue Corridor and the Park/ single-family residential properties on the eastern edge and just outside the Sector Plan boundary.

- ***Improve the pedestrian environment with upgraded streetscapes.***

The Project provides substantial improvements to the streetscape along Cheltenham Drive to promote the pedestrian connection between downtown Bethesda and residential neighborhood just outside the Sector Plan boundary. The proposed streetscape improvements also implement the recommendations for this Canopy Corridor.

- ***Rezone the Property (Map #89) to increase the maximum allowable building heights to 90 feet to provide an appropriate transition to the adjacent single family unit neighborhoods of East Bethesda.***

The proposed residential building has a maximum height of 90 feet, in conformance with this recommendation and the Property's zoning, which provides a compatible transition between the higher building heights in the Wisconsin Avenue Corridor ranging from 200' – 300' just west of the

Property and the Cheltenham Urban Park and single-family residential neighborhood to the east. As discussed above, the building's massing and design will further modulate this scale and promoting this transition from the taller scaled buildings to the lower scale residential neighborhood.

- b) *Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.*

The Project will redevelop existing underutilized commercial sites into a mid-rise building for the purposes of residential use.

- c) *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.*

The Project achieves such development by proposing a mid-rise residential building approximately 0.3 miles from public transit. The Project will enhance the pedestrian environment along both frontages and participate in the master planned separated bicycle lanes on Cheltenham Drive. Additionally, this multi-family residential development will facilitate diverse housing opportunities as the project includes 15% MPDUs.

- d) *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The proposed building height of 90 feet and residential use density is appropriate to the setting due to the Site's proximity to public transit and surrounding properties to include the East Bethesda residential neighborhood. Additionally, the development will be more compatible with the surrounding uses and future development.

- e) *Integrate an appropriate balance of employment and housing opportunities.*

The Project includes 80,000 square feet of residential uses. Staff notes that the site is located in close proximity to various commercial office and retail uses, including several recently approved and under construction office buildings. This Project will support the existing and future employment base within downtown Bethesda.

- f) *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard Method limit.*

The Project will provide the required 100 public benefit points from a minimum of four categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

The Bethesda Overlay Zone (BOZ) was adopted July 18, 2017, specifically to implement the recommendations of the *Bethesda Downtown Sector Plan* as it relates to density, building heights, affordable housing, parks, and design. The BOZ set a cap of overall development (32.4 million square feet) whereby the zoning approved for most properties retains the base density but increases the heights on respective sites. An Applicant can request an allocation of density over the base density to build to the maximum height permitted by the Zone, as needed. An allocation of density from the BOZ requires a park impact payment of \$11.08/square foot based upon the density requested and

facilitates acquisition of parkland in the downtown Bethesda area. This Application is requesting an allocation of 35,596 square feet from the BOZ initiating a Park Impact Payment (amount to be finalized during Site Plan review) to be paid at the time of building permit. The amount of density allocated from the BOZ for Application is deducted from the 32.4 million cap.

2. *Substantially conform with the recommendations of the applicable master plan;*

The Project substantially conforms to the recommendation of the 2017 *Bethesda Downtown Sector Plan*. The type of development proposed by the Project will develop a mid-rise residential use including a minimum of 15% MPDUs in the core of downtown Bethesda on an existing underutilized and constrained site.

The conceptual building design incorporates several urban design elements that will achieve design excellence and enhance the visual interest from several locations including on Cheltenham Drive, and along Wisconsin Avenue. To achieve this visual interest, the Applicant proposes a transparent lobby, a building base surrounding the lobby as a three-story expression, and an activated rooftop for amenity space. All of these elements contribute to the quality of urban design that the Sector Plan envisioned. The Design Advisory Panel endorsed this approach at their May 27, 2020 meeting, where they voted in support of the Project with further review of the Project's relationship to the park, the massing of the lobby entrance and architectural treatments along the western façade. The Project has been conditioned to further analyze the proposed projections at the time of Site Plan.

The Sector Plan includes a number of recommendations to achieve the urban green goals. An important recommendation to this effect is the on-site 35% green coverage minimum. The green cover may include singularly or a combination of intensive green roof (6 inches or deeper) or tree canopy cover. The Application consists of a Site Area of 10,654 square feet (SF) which results in a green cover requirement of at least 3,729 SF. Currently, the Application proposes 8 inches of depth green roof to fulfill this requirement in addition to treating on-site stormwater. The green cover provided by the proposed green roof is listed at exactly the required size of 3,729 SF, with the final design to be confirmed at the Site Plan stage of the Application. Staff is supportive of this proposal and encourages the Applicant to continue to maintain at least this level of green cover as the Project evolves in order to maintain compliance with the Sector Plan's urban green goals.

3. *Satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *Achieve compatible internal and external relationships between existing and pending nearby development;*

The Project will enhance the streetscape along the Cheltenham Drive frontage and continue this streetscape improvement along the Cheltenham Urban Park frontage.

5. *Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading:*

As proposed, circulation, parking, and loading is safe adequate and efficient. The main entrance is proposed along Cheltenham Drive, where pedestrians will access directly from the sidewalk. All vehicular and service access will be provided from the adjacent public alley.

The alley is 20-feet wide and meets the minimum design standards for a public alley. The alley serves adjacent commercial uses. Pedestrian travel will be further enhanced by installation of the Bethesda Streetscape on all frontages.

Bicyclists will access the Property via Cheltenham Drive. Bicycle access and safety will be further improved with the final design and implementation of the master planned separated bike lanes along both sides of Cheltenham Drive. The Applicant will continue to coordinate with MCDOT staff and the Subject Project will incorporate the master-planned separated bicycle lanes on Cheltenham Drive into subsequent designs and will participate in their implementation. The Project will provide long term bicycle parking internal to the parking garage as well as short term parking spaces near the building entrances, to be finalized at the time of Site Plan.

6. *Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59.4.7.1.B and the Public Benefit Points established with the Bethesda Overlay Zone in Section 59.4.9.2.C.4, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 100 points from 4 categories. Although at the time of Sketch Plan review only the categories need be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

*Table 4 – Public Benefit Calculations*

<b>Public Benefits Calculations</b>		
<b>Public Benefit</b>	<b>Incentive Density Points</b>	
	<b>Max Allowed</b>	<b>Requested</b>
<b>59.4.7.3A: Major Public Facility</b>		
<b>Parks Financial Contribution</b>	<b>70</b>	<b>7.51</b>
<b>59.4.7.3C: Connectivity and Mobility</b>		
<b>Minimum Parking<sup>1</sup></b>	<b>20</b>	<b>20</b>
<b>Streetscape</b>	<b>30</b>	<b>20</b>
<b>59.4.7.3E: Quality of Building and Site Design</b>		
<b>Exceptional Design<sup>1</sup></b>	<b>30</b>	<b>23</b>
<b>Structured Parking</b>	<b>20</b>	<b>20</b>
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>		
<b>Building Lot Termination (BLT)</b>	<b>30</b>	<b>1.54</b>
<b>Energy Conservation and Generation<sup>1</sup></b>	<b>25</b>	<b>15</b>
<b>TOTAL</b>		<b>118.53</b>

<sup>1</sup>Denotes Sector Plan priority

### Major Public Facilities

*Parks Financial Contribution:* The Applicant requests 7.51 points for financially contributing towards improvements to Cheltenham Avenue Urban Park to not exceed \$25,000, located directly east of the Property. The CR guidelines does not provide a point formula for payments towards Major Public Facilities but states that payments will be granted public benefit points after public review and assessment of master plan goals and community priorities. Staff supports the category at this time and further coordination with the Parks Department, review of the park improvements, public benefit points, and agency approval will be required at time of Site Plan review.

### Connectivity and Mobility

*Minimum Parking:* The Applicant requests 20 points for providing a maximum of 23 parking spaces on-site and wishes to retain the flexibility to provide no parking with consideration of the Property's location within the Parking Lot District. Points for this incentive are granted on a sliding scale from no points for providing maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on-site. Final determination will be made at Site Plan and Staff supports the category at this time.

*Streetscape:* The proposal requests to implement off-site streetscape improvements along the Cheltenham Drive Urban Park frontage and install specialty paving at the entrance to the public alley. Further detail will be subject to review and approval by the Park's Department and Montgomery County Department of Permitting Services at the time of Site Plan review. The Applicant is seeking 20 public benefit points for this category and Staff supports the category at this time.

### Quality of Building and Site Design

*Exceptional Design:* The Applicant is seeking 23 points towards exceptional design. Staff reviewed the Sketch Plan and notes that the Project satisfies a minimum of four of the Exceptional Design Criteria. The Project will redevelop an underutilized property in close proximity to public transit. The building provides context sensitive massing that responds to the location and constrained site. The mid-rise boutique façade activates the pedestrian environment while employing a variety of building materials that bridge the Wisconsin Avenue and the Cheltenham Drive Urban Park. Further details of the architectural scheme will be determined at Site Plan. The design scheme was evaluated at the May 27, 2020 Design Advisory Panel meeting, where the Panel endorsed the Project. The panel recommended that the Project's relationship of the proposed building to Cheltenham Drive Urban Park, the articulation of massing relative to future development to the west, and the treatment of the western façade shall be addressed at time of Site Plan. Staff supports the category at this time with further refinement at the time of Site Plan.

### Structured Parking

The Applicant currently envisions a below-grade structured parking facility and is requesting 20 points from this category. Staff supports this category, and will further evaluate points at Site Plan. The Applicant may decide at Site Plan to provide no structured parking without amending this Sketch Plan, but would receive no public benefits points under this category.

### Protection and Enhancement of the Natural Environment

*Building Lot Termination (BLT):* requests 11.54 points for the purchase of BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5% incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. Staff supports the Applicant's request at this time.

*Energy Conservation and Generation:* The Applicant is seeking a minimum of 15 points towards this category. The Project is designed to exceed energy-efficiency standards for this building typology. As the Project progresses to Site Plan, this category will be further evaluated. Staff supports this category at this time.

7. *Establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Project will be built in one phase.

## **SECTION 5: COMMUNITY OUTREACH AND ISSUES**

### Applicant Outreach

The Applicant has complied with all submittal and noticing requirements. The Applicant held a pre-submittal public meeting on May 28, 2020. This meeting was conducted virtually per COVID-19 Guidelines.

### Correspondence

Staff has not received any correspondence as of the writing of this staff report.

## **CONCLUSION**

As conditioned, the Sketch Plan application satisfies the findings under Section 59.4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the 2017 *Bethesda Downtown Sector Plan*. Therefore, Staff recommends approval of the 4725 Cheltenham Drive, Sketch Plan No. 320200060, with the conditions specified at the beginning of this report.

## **ATTACHMENTS**

- A. Design Advisory Panel meeting notes
- B. Agency Letters

# Bethesda Downtown Design Advisory Panel

## Meeting Minutes

PROJECT: 4725 Cheltenham Drive

DATE: May 27, 2020

*The 4725 Cheltenham Drive project was reviewed by the Bethesda Downtown Design Advisory Panel on May 27, 2020. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The project is in the Sketch Plan stage and will need to return to the Design Advisory Panel at the time of Site Plan to review comments provided and determine final vote for design excellence. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

### Attendance:

#### Panel

Karl Du Puy  
George Dove  
Damon Orobona  
Rod Henderer  
Qiaojue Yu  
Paul Mortensen, Senior Urban Designer in the Director's Office

#### Staff

Gwen Wright, Director  
Robert Kronenberg, Deputy Director  
Elza Hisel-McCoy, Area 1 Division Chief  
Stephanie Dickel, Area 1 Regulatory Supervisor  
Grace Bogdan, Planner Coordinator  
Rachel Newhouse, Parks Staff  
Hyojung Garland, Parks Staff  
Dominic Quattrocchi, Parks Staff  
Dominique Neam, IT Staff  
Emily Balmer, Area 1 Principal Administrative Assistant

#### Applicant Team

Steve Robins, Attorney  
Liz Rodgers, Attorney  
Devon Hastie, Bozzuto (Developer)  
Jeff Kayce, Bozzuto (Developer)  
Shawn Stadler, Architect



Sungjin Cho, Architect  
Josh Sloan, VIKa  
Charles Crislip, VIKa  
Robert Tilson, VIKa

Members of the Public  
Amanda Farber  
Stephen Long

## Discussion Points:

### General Comments

- What Stage of review is this?
  - *Staff Response: Submitting shortly for Sketch Plan, so focus on massing, views, relationship to the park, high level of conformance to design guidelines and design excellence.*
- Can you review the party wall treatments to the west of the property?
  - *Applicant Response: Right now we are on the property line so we cannot have any windows, we anticipate a building going up in the near future so we are looking at other methods to enliven that façade such as material changes and articulation.*
- Previously we requested a section through the property and into the Cheltenham Park to show the existing slope moving across the alley into the park. Disappointed that all the exhibits look relatively flat knowing the existing condition is otherwise. That detail is going to be very important as how it is handled with the relationship to the park and those using the park.
  - *Applicant Response: Apologize for not providing, we can certainly provide that. The fence has recently been repaired and has extended along the Park property line, we tried to address the relationship with specialty paving to signal that the Alley is more than an Alley, rather a front of the Project.*
- Is the alley a two way or one way? Are you proposing to alter the flow?
  - *Applicant Response: It is currently two way and we anticipate it will remain a two way*
- The Parks Department Design Section met to discuss potential improvements to this park, possibly as part of this application. We appreciate any ideas the Applicant may have including tree trimming, grading, programming, and increasing interaction. The newly installed fence is not locked into the design and we are open to any other design improvements.
- Thank you for providing the freehand sketch. I would like to point out the party wall articulation and the alignment to the penthouse at the top. Refinements are possible to further reduce the 2D (flat) nature of the party wall.
- Project is moving in the right direction, the party wall sketch does show projection and wonder if there is more opportunity to extend the elements above the roof line to enhance interest.



- Nice looking building, fits the street context well. Suggest furthering the relationship to Cheltenham Park and the connection to Wisconsin Avenue.
- I like the transition of the base and how it breaks down the massing to the west and east. If there is a sufficient possibility that a building will develop next to you, the cantilever may 'weight' the entry and future development may make the entrance seem off. A massing study envisioning potential redevelopment of the adjacent site may be helpful to see how a future development could affect this design entrance.
  - *Applicant Response: We appreciate that comment, we were trying to create a sense of entry but if a new project does come next to us they could potentially build out above the entry, and it may or may not. We will do a massing study.*
- Fire exit and entrance results in three doors right next to each other in that entrance, it may get confusing. Could some of those doors be relocated to signify the importance of the main entrance? Locking down the design of this corner is important.
- Are we anticipating the property to the north would setback in future development scenario?
  - *Applicant Response: We are developing our project to allow light and air to our units, so our building will step back 15 feet, it would be nice if any future development also steps back but we are prepared for a neighboring building to be located on the property line.*
- It may require more than a 15-foot setback, if a building does get placed on the property line it will still be rather dark in those units.
  - *Applicant Response: We appreciate that comment, but we already have a very small floor plate and are restricted in stepping back more. We can study that a little more.*
- Guidelines call for a 10-foot setback at so many stories, you are proposing a small setback (3 feet) can you address how you are not adhering to that?
  - *Applicant Response: It comes down to the size of the building, we have tried to approach a massing gesture with more of a perceived setback rather than the full dimension. We are looking at alternative methods to increase that perception due to the small site constraints.*
- This is a 90-foot tall building, its more like a midrise not a tall tower, which helps that perception.
- I really like the idea of bumping out the northern unit to allow more light and air to avoid burying that unit in the future given the potential for the neighboring property to develop.
  - *Applicant Response: Some of our concern on that is that it creates an interior corner condition where one unit could look into another, but we can look into it moving forward and study that, it could definitely be an opportunity.*
- How did you make the decision of where you are folding the building down the street, ie how did you decide to come down 1/3 and then camp your building toward the park?
  - *Applicant Response: We were trying to use the entrance and scale of the lobby to proportionally draw your eye toward the park, we didn't want a long symmetrical fold, rather create a hierarchy within the façade with a long and short leg, the shorter leg going towards the higher density of Wisconsin Ave and the longer leg draws your eye towards the Park.*
- With the two options of the ground floor, are you leaning one way or the other?



- *Applicant Response: We are asking for flexibility on that, given the small constraints of the site we are unsure whether the building logistics would work better as condos or apartments.*
- Thank you for the streetscape improvements on the alley but it seems a little arbitrary with the alley treatment. Are you taking on some of the streetscape improvement in front of the park? It would be nice to continue the tree canopy along Cheltenham Park to enhance that language of the street.
  - *Applicant Response Right now the alley paving is a conceptual statement, it is not our intent to lead people into the alley as it serves several properties other than our own. We are currently gathering information on where the ROW exists in front of the Park and it's a work in progress.*
- It sounds like while the Parks Department wants the Park extended to the alley, it sounds like that may not be a good idea given the vehicular nature of the alley?
  - *Applicant Response: That is the conclusion that our study came to as well.*
- This is why the section showing the slope is so important as it will demonstrate why or why not the Park relationship is difficult to achieve. The design team needs to work with the Parks Department to properly achieve a solution there.
  - *Staff Response: At Sketch Plan this is the ideal time to bring up this concern, and it is something that we would typically flag now and have detailed solutions at the time of Site Plan.*

### Public Comments

- Ms. Amanda Farber – Thank you for the streetscape improvements. We request a shadow study be conducted. Also want to mention the cantilever is only to the property line, and the Design Guidelines stepback recommendation is 15-20 feet and they are only proposing 3 feet which is a pretty big deviation.
- Hyojung (Parks Planner) – It sounds like the usage of the alley is a little ambivalent, it would be great if the alley could be considered one way and the special paving be expanded. Given that the north and west are party walls the south and east façade are really the entrance, these facades should be enhanced as such. The usage of Cheltenham Park should be augmented as a multi-generational Park to focus more on the design and less on the children running into the alley.
  - *Staff Response: Very good considerations for Site Plan. At Sketch Plan the Applicant should focus on the space and slope relationship.*

### Panel Recommendations:

At Sketch Plan a straw vote is taken to determine whether the Project is on track to receive at least 10 points for design excellence. The Panel voted 5-0 that the Project is on track with the following comments to be addressed at Site Plan:

- a. Relationship of building to park – submit section analysis to determine the nature/treatment/functionality of alley



- b. Articulation of massing at entry with regard to future development of property to west
- c. Treatment of western façade to be more 3-dimensional and potential to extend northwest corner units to increase light and air.





DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

October 20, 2020

Mr. Jonathan Bush, Planner Coordinator  
Area 1 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Drive, 14<sup>th</sup> floor  
Wheaton, Maryland 20902

RE: Sketch Plan No. 320200060  
4725 Cheltenham Drive

Dear Mr. Bush:

We have completed our review of the sketch plan uploaded to eplans on September 15, 2020. This plan was reviewed by the Development Review Committee at its meeting on September 1, 2020. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:


All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. This project is not scheduled to go through the preliminary plan process. The conditions below pertain to the site plan as allowable by the County Code.
2. Per Section 49-31 (p) of the County Code, this project will require both Planning Board and MCDOT Director approval for the primary access being provided from the alley.
3. Cheltenham Drive
  - a. Provide typical section for Cheltenham Drive. Based on plat #1113 Cheltenham Drive has a right-of-way of 80-feet and is classified as a Business District street. The typical section

Office of the Director

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[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

  
[montgomerycountymd.gov/311](http://montgomerycountymd.gov/311) 301-251-4850 TTY

Mr. Jonathan Bush  
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shall include bicycle facilities per the Bicycle Master Plan.

4. *At the site plan stage:*

- a. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
  - b. Submit storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
  - c. Show the location of proposed driveways on the plan.
  - d. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty-four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
  - e. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for review and approval.
  - f. On the site plan, delineate the location and dimensions of the proposed truck loading and dumpster spaces.
5. Maintain a minimum 5-foot continuous open pathway (no grates) along all public streets.
  6. Upgrade pedestrian facilities at intersections along the site frontage to comply with current ADA standards.
  7. Street frontage improvements along Cheltenham Drive to be determined at site plan stage.
  8. Bethesda streetscaping along their street frontage.
  9. MCDOT will continue to review the submitted materials for primary access from the alley. Additional information may be needed to determine if the alley will provide adequate access for loading and passenger vehicles.
  10. Submit a Traffic Impact Study if required, by the Planning Department.
  11. Transportation Demand Management. The Applicant should be aware that the following comments will be applicable at the site plan stage:
    - a. Applicability of Bill 36-18 Provisions  
 The project is located in the Bethesda Downtown Sector Plan area, which is in the Red

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Subdivision Staging Policy Area. The project proposes to develop 80,000 square feet. A new development in a Red Policy Area with more than 40,000 gsf must submit a Project-Based Level 3 Results Plan. A Project-based TDM Results Plan requires a commitment by the owner or applicant to achieve a base NADMS that is 5% higher than the District's goal as well as related commuting goals at that project. The Plan must be submitted and approved by MCDOT prior to issuance of any building permit from DPS.

- b. Level 3 Results Plans requires the following:
  - Appoint a Transportation Coordinator;
  - Notify the Department within 30 days of receipt of final U&O certificate;
  - Provide space in the project for the promotion of TDM;
  - Display TDM-related information in highly visible location(s)
  - Identify specific TDM actions to be implemented in order to achieve 5% above the Bethesda TMD commuter goals
  - Additional and/or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 4 years after final occupancy, revisions to the plan or strategies initially selected may be required.
  - Additional Funding: Commit funding if the project does not achieve the goal within 6 years of final occupancy. Provide higher additional funding if the project has not achieved the goal within 8 years of final occupancy.
  - Conduct independent monitoring to determine if the project is meeting its goals, until the project's goals are achieved.
12. We recommend the applicant coordinate with Mr. Corey Pitts of our Transportation Engineering Section at [corey.pitts@montgomerycountymd.gov](mailto:corey.pitts@montgomerycountymd.gov) regarding the bikeway facilities along Cheltenham Drive.
13. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements (to be determined at preliminary plan stage):
  - A. Improvements to the public right of way will be determined at the site plan stage based on a review of the additional information requested earlier in this letter.
  - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
  - C. Underground utility lines.
  - D. Bethesda Streetscaping.
  - E. Street lights.

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- F. Street trees in amended soil panels.
- G. Permanent monuments and property line markers.

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact myself at [Rebecca.torma@montgomerycountymd.gov](mailto:Rebecca.torma@montgomerycountymd.gov) or at (240) 383-5252.

Sincerely,

*Rebecca Torma*

Rebecca Torma, Manager  
Development Review Team

Sharepoint/DOT/director's office/development review/Rebecca/developments/bethesda/320200060 4725  
Cheltenham

cc-e: Sam Farhadi, DPS  
Sandra Brecher; MCDOT OTP  
Beth Dennard; MCDOT OTP  
Corey Pitts, MCDOT DTE